

Declaration of Wade Summers
SN 09/879,709
Page 1 of 5



In the U.S. Patent and Trademark Office

U.S. Patent Application S.N. 09/879,709

- Not Entered -
JRL 11/17/03

Title: Tire Inflated With A Plurality Of Balls

Filing Date: June 12, 2001

Group Art Unit: 1733

Examiner: Justin R. Fischer

Declaration of Wade Summers

I, Wade Summers, hereby declare the following:

1. I am the inventor of the invention described in the referenced patent application.
2. As a boy of fifteen, I began work at a service station where I was first exposed to changing of automobile, truck and farm equipment tires. Back in those days, there still were detachable truck rims. Through my 30+ years of motorcycle racing, I have changed many tires, including those inflated by foam inserts. I have a great deal of experience with the mounting of tires onto a variety of rims. Inserting an inner tube with its rigid valve stem and/or a rim lock with its rigid bolt into a rim hole is only possible because the inner tube is flexible and the body of the rim lock only partially fills the tire carcass. The total length of the stem/bolt and rigid components must be less than the height of the tire carcass and rim recess; otherwise it would be physically impossible to install.
3. I have reviewed U.S. Patent No. 952,675 "Krum", and I think the Krum design would be unacceptable to consumers, even assuming that it would be able to function as described, due to the very rough ride it would produce, as will be explained below. For that reason, a person of ordinary skill in the art would be likely to reject the Krum design and would not be inclined to try to modify it to fit onto a modern safety rim.
4. Even if a person were inclined to try to mount the Krum tire onto a safety rim, I believe it would be impossible to accomplish the mounting, both because the inflatable members "C" could not be inserted between the tire and the rim and because the inflatable members "C", if installed, would prevent the tire bead from being able to be recessed into the rim sufficiently to permit mounting, as is explained below.
5. Attached are some drawings I have done to illustrate what is required to mount a tire onto a safety rim. On page 1 of the attachment, I show a safety rim, which has a U-shaped cross-section, with a recessed center and recesses on the sides that receive the edges of a tire (the tire bead).